

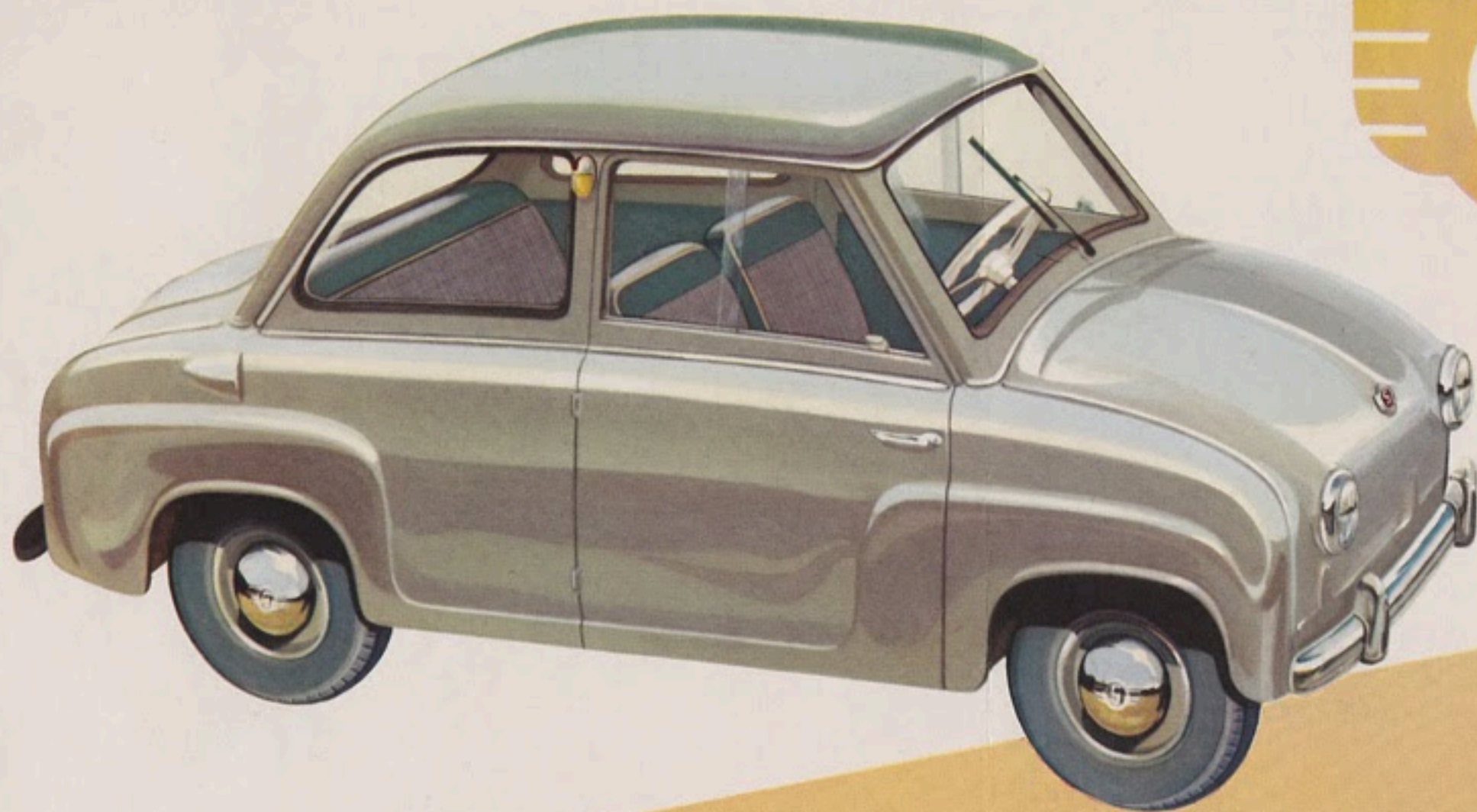
HANS GLAS ISARIA-VERTRIEBS-KG · DINGOLFING/BAYERN

Goggomobil



THE NEW POPULAR CAR FOR FAMILY MOTORING





*F*irst ride and you know — GOGGOMOBIL pioneers a new era in motoring. The advantages of comfortable and rapid transportation which you could not afford to enjoy in the past, are now yours thanks to the GOGGOMOBIL.

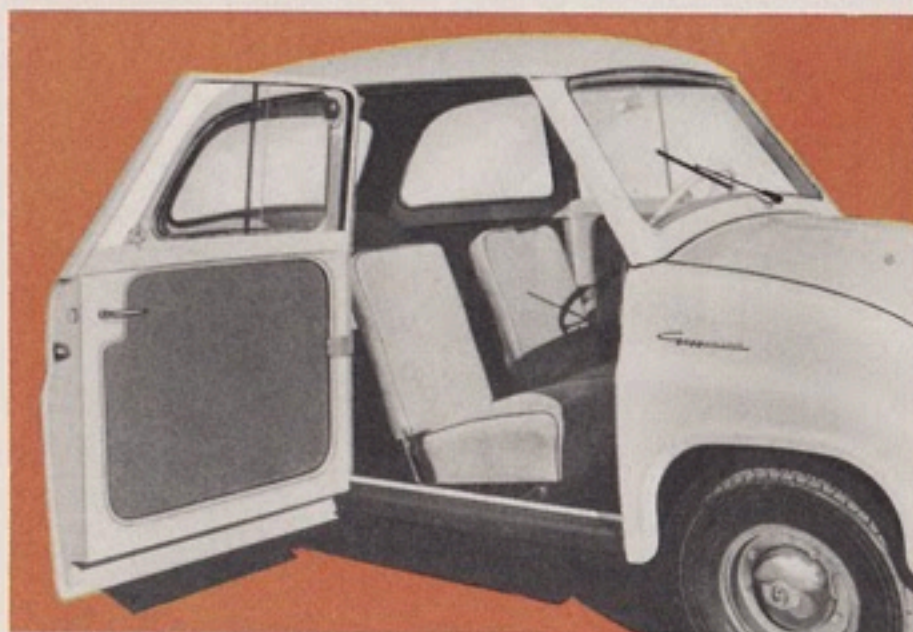
Four wheels, with the same full-width track at front and rear • Room for several persons • Full weather protection • High cruising speed are some of the main features of a car, they are also those of the GOGGOMOBIL, though it in all modesty only classes itself as a mini-car.

It's the running costs that count — Yes, here with comfort and a minimum of expense is the car for you!

Thousands of GOGGOMOBILS are already on the road, and their enthusiastic owners are unanimous in their opinions: "*Construction and engine of the GOGGOMOBIL are marvellous.*" Its extraordinary performance, especially on mountainous roads, have been proved in a number of Alpine rallies and reliability trials. During the 1955 International Alpine Contest the press referred to the GOGGOMOBIL as the "*Sensation of the Alpine Contest*".

Not everybody will have the opportunity of testing his vehicle's performance on steep mountain passes. But everybody is daily confronted with the problem of passing another vehicle at speed on a level road: With the GOGGOMOBIL you need not hang back.

Its rapid acceleration, thanks to the excellent GLAS parallel-twin two-stroke engine, ensures that it is the equal of the larger cars in fast traffic.



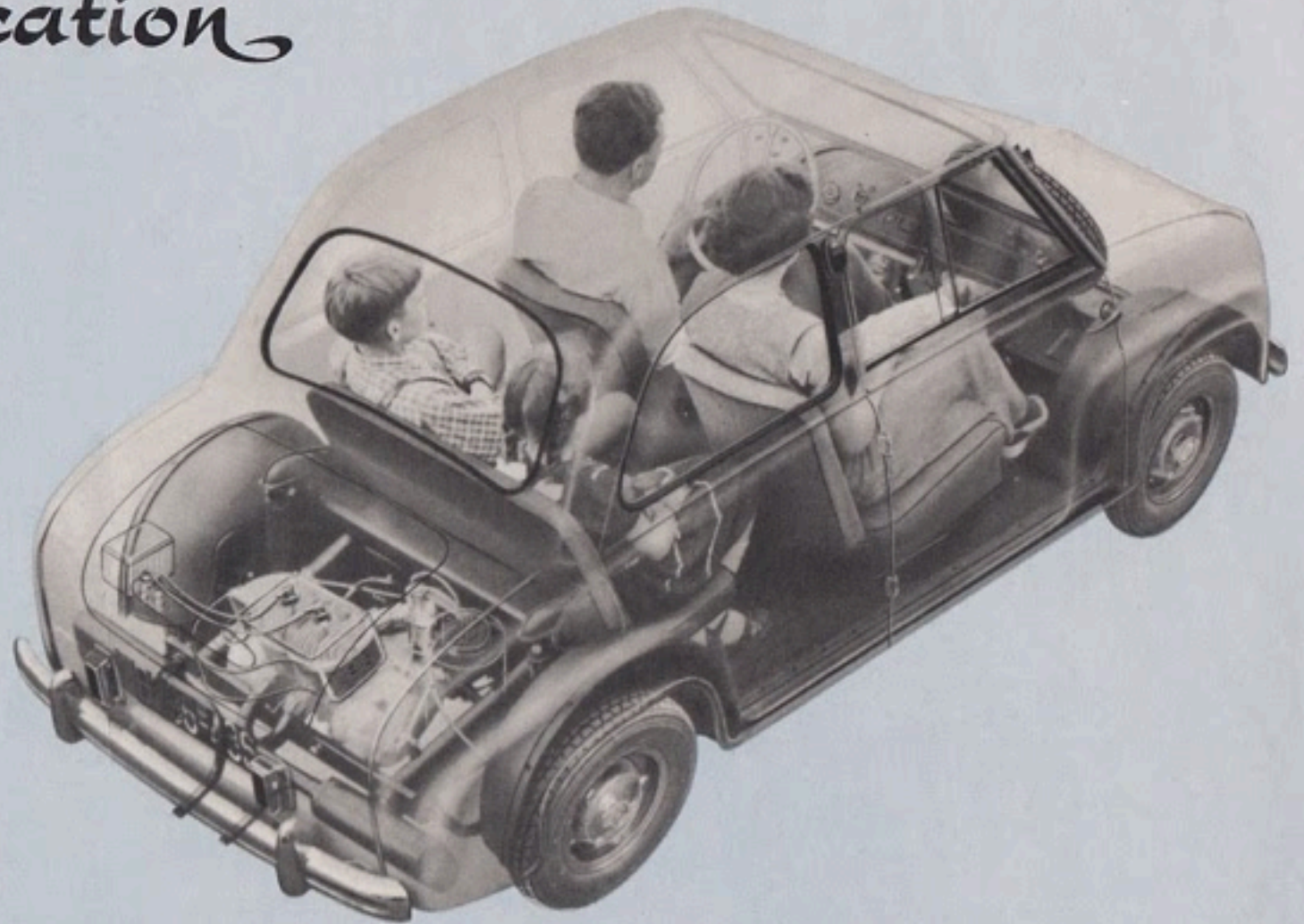
The large side doors enable even the "less slender" to get in conveniently.



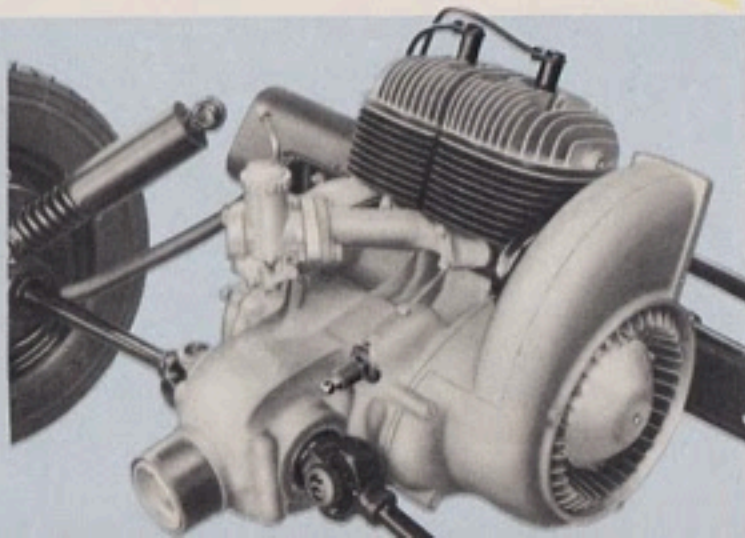
GENERAL *Specification*

The GOGGOMOBIL has an all-steel body. It is available as a saloon with or without roll-top and is equipped as standard with hot-air heating. It seats two adults and two children.

The chassis of the four-wheeled GOGGOMOBIL with its identical front and rear tracks shows a clear constructive arrangement of steering column, front and rear seats, and engine. The front wheels are suspended on swinging arms supported in Silentblocs that require no attention. The car with its rack steering rolls quietly and smoothly. The hydraulic four-wheel brakes with brake drums of $7\frac{1}{8}$ inches diameter (180 mm) ensure absolute safety in traffic.

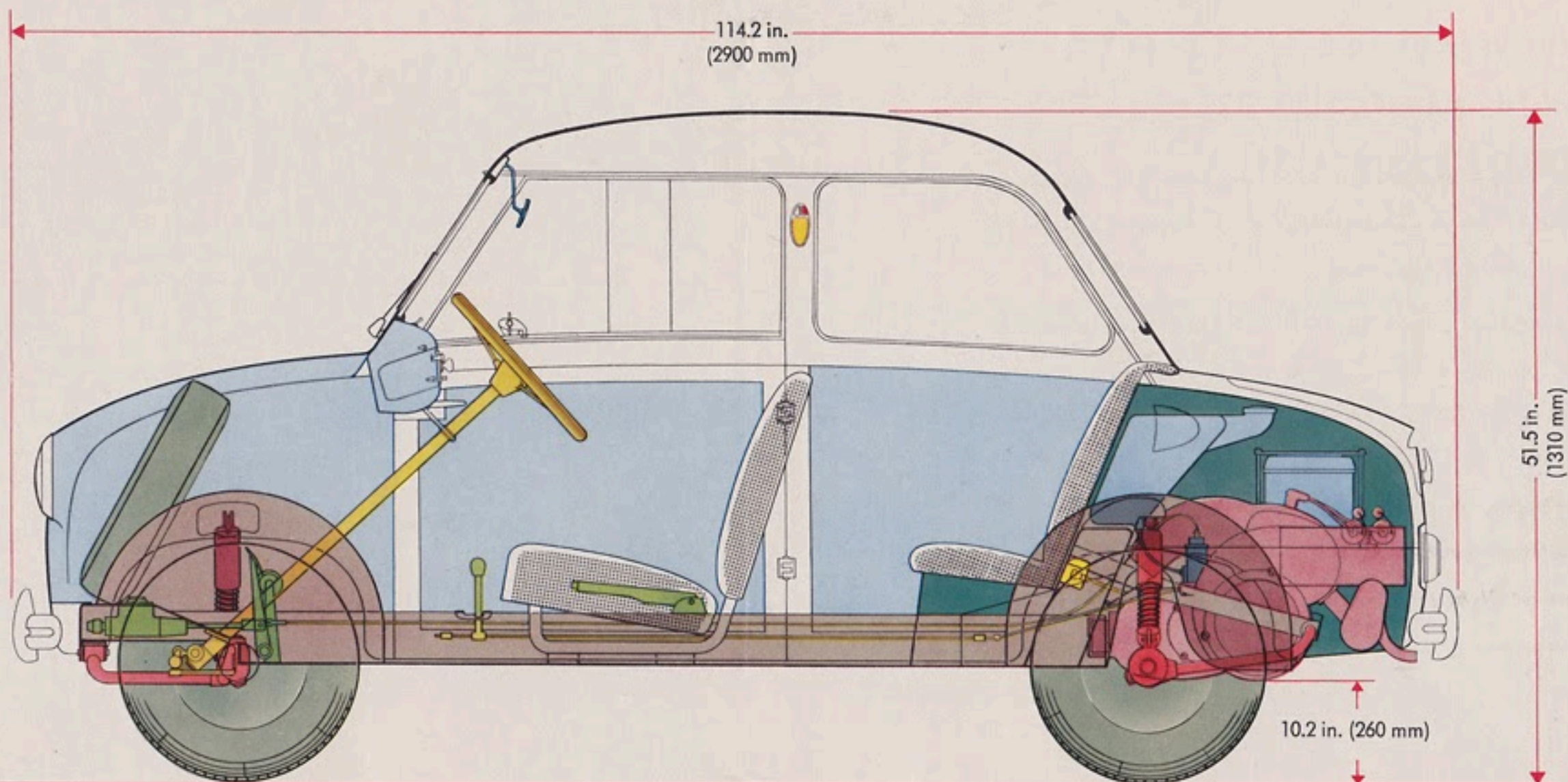


The engine is constructed in unit with the gearbox and differential.



The GOGGOMOBIL owes its excellent road holding to its low centre of gravity. Nevertheless, it has the same road clearance as any normal touring car. The power unit, which is our own exclusive design and construction, comprises a fan-cooled parallel-twin two-stroke GLAS engine with four-speed gearbox and reverse gear. The rear-mounted engine transmits the driving power through a differential to the rear wheels. The rear axle is of the swinging type.

TECHNICAL DATA



POWER UNIT

Engine: Parallel-twin two-stroke engine, fan-cooled
Stroke: 2.205 in. (56 mm)
Bore: 2.283 in. (58 mm)
Capacity: 293 cc
Output: 17 hp at 4800 rpm

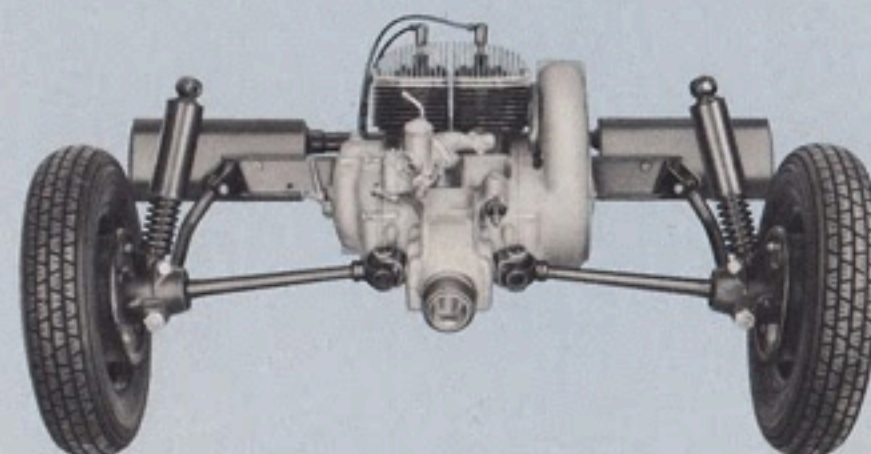
Two-plate clutch running in oil bath
 Four-speed gearbox with reverse gear
 Engine, gearbox, and differential in one unit
Electric starter

Design subject to alteration without notice

CHASSIS

Front axle: Swing axle with helical springs and hydraulic shock absorbers
Rear axle: Swing axle with helical springs and hydraulic shock absorbers
Steering: Rack steering
Brakes: Four-wheel hydraulic brakes, brake drums 7 1/8 in. diameter (180 mm)
Tyres: 4.40 x 10"
Body: Sheet-steel body (with or without roll-top)

Wheelbase: 70.8 in. (1800 mm)
Track: 42.8 in. (1090 mm)
Length overall: 114.2 in. (2900 mm)
Maximum width: 50.4 in. (1280 mm)
Height: 51.5 in. (1310 mm)
Ground clearance: 10.2 in. (260 mm)
Weight: 851 lb (386 kg)
Maximum speed: over 60 mph (over 95 km/h)
Climbing ability: 34 %
Standard fuel consumption: 61.4 mpg (4.6 litres/100 km)
Permissible total weight: 1433 lb (650 kg)



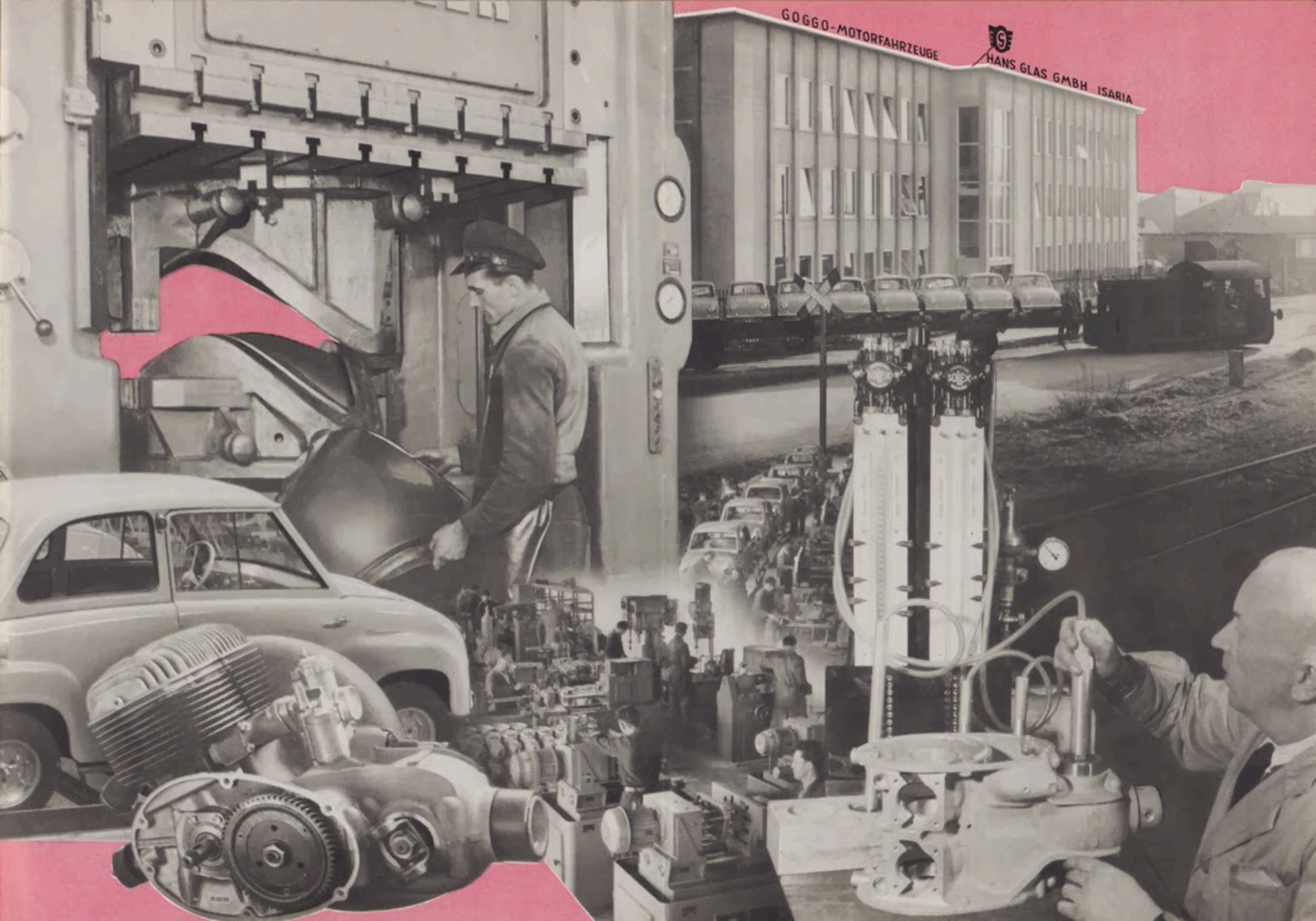
**THE VERY UP-TO-DATE METHODS USED
IN THE MANUFACTURE OF THE GOGGOMOBIL
ENSURE HIGH QUALITY
AT A VERY REASONABLE PRICE**

The HANS GLAS GMBH. established in 1883 as a family enterprise, has since gained world repute as one of the biggest seed drill manufacturers in existence. But also in its capacity as motor vehicle manufacturer, the company keeps to its traditional policy of equipping its production facilities with the most modern tools and machines available. A staff of eminent designers and engineers of the cycle and motor-car industry, ensures that its models always incorporate the most recent technical findings. Thus three factors — expert staff, highly skilled workers and modern manufacturing methods — have combined to make of the GOGGOMOBIL what it is today: a cheap yet high-quality vehicle for those who in the past could not afford a car.

Every single part of the GOGGOMOBIL, including the sturdy, powerful GLAS engine, is manufactured at the Dingolfing Works, from where it goes to all parts of Germany, to European and overseas countries.

We hope that one of the many thousand GOGGOMOBILS leaving our works will come your way, too, and will help you to get more out of your life.







HERE'S WHAT SOME GOGGOMOBIL DRIVERS AND THE PRESS THINK OF THE GOGGOMOBIL

Fritz Ebersberger, Schwabach
...Have just passed the Furka, Simplon and Maloy Passes. The GOGGOMOBIL takes them all like winking in second gear...

Heinz Herwig, Eldagsen/Hann.
Two happy GOGGOMOBILISTS send their love from the Channel Coast at La Panne. We are simply enthusiastic about your car. We have so far nothing but joy from it and it is finding admirers wherever we go on account of its performance and good looks.

Hans Beutlbauer, Kooperator, Dingolfing
In Zurich, GOGGOMOBILS are always sold out. They are high in demand here. Often I meet with admiring eyes: Gee, a GOGGOMOBIL! And it's true enough: My own expectations on the open road, on mountain passes and over long distances have been surpassed by far. I'm glad about this, and you can be glad about it, too.

Mrs. Hofacker, Bietigheim-Bissingen/Enz
We are glad to report that the GOGGOMOBIL yesterday took the following passes without any difficulty, from Meivingen, via the Brünig, Grimsel, Furka and Gotthard Passes to Locarno — nonstop. Everybody was amazed that we could keep up with bigger cars, in second gear, and had only to change down to first very rarely.

Alois Görig, M.Sc., Karlsruhe
I'm particularly thrilled with the excellent climbing ability of the GOGGOMOBIL which was clearly shown during long climbs even with the throttle half closed. For city trips, its high acceleration and broad angle of lock are enormous assets. Nor can I find anything but praise for the very direct rack steering... As to the efficiency of the hydraulic brakes as compared with the weight of the GOGGOMOBIL, I feel this is not matched by many other cars.



"Hamburger Echo"
...I've now been given the times the touring cars up to 500 cc reached at the 1955 Austrian Alpine Contest on the famous Turracher Höhe. The GOGGOMOBIL left them all far behind, matching times later reached by cars of the 1100 cc class.



"Arbeiter-Zeitung", Wien, 18-6-55
"A dwarf leads the way in the Alpine Contest" ... There was a big surprise everywhere in this competition at the hill-climbing test on the Turracher Höhe. Engineer Bauer drove his GOGGOMOBIL over this stretch of road faster than many another driver using a vehicle three times as powerful. The GOGGOMOBIL,



with its cylinder capacity of only 300 cc, reached an average speed of 18.6 mph (30 km/h) on the 4.2 mile (6.7 km) track which in some parts has inclines of up to 34% (more than 1 in 3).
These are just a few examples of what the public feels about the GOGGOMOBIL.

HERE'S WHAT SOME GOGGOMOBIL DRIVERS AND THE PRESS THINK OF THE GOGGOMOBIL